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COUNTRY USSR (Leningrad Oblast)

25X1 SUBJECT Kravnoye Selo Airfield and Radio Station

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1. The airfield, estimated at 3 km square, was southwest of the Gorelovo (59°47' N/ 30°0' E) railroad station, Leningrad Oblast, west of a bridge crossing the railroad line to Leningrad and north of a long-range radio station. The construction of a runway was observed in June/July 1949 from distance of 2 km. (1)
2. About seven five-story barracks buildings were on the east edge of the field, about 100 meters west of the railroad station. Flashing lights and revolving searchlights were nearby. The obstacles were marked by red lights. The take-off point was illuminated by searchlights, take-off and landing directions being indicated by white, red and yellow lamps.
3. Twenty to thirty single-engine fighter bombers were parked at the parking site beside the barracks buildings. They had in-line engines, three-bladed propellers, landing gear retracting outward, tail wheels, section of fuselage forward of wing as long as aft of wing, two cannons in each wing, one cannon in propeller hub, and an extra tank (sic) under fuselage, three to five single-engine fighters with in-line engine; ten U-2 trainers and four three-engine transports were also parked there. (1)
4. Fighter bombers took off singly and in formations of three planes side by side. Bombing or firing at air or ground targets was not seen. The planes landed singly and in flights. Twilight and night flights were practiced while searchlights and position lamps were in operation. U-2s flew individually. Individual parachute jumps with one and two parachutes were practiced from the planes at altitudes of from 600 to 300 meters. Jet fighters occasionally flew over the field but were not seen landing.
5. A long-range radio station with 20 to 30 masts was on a plateau south of the field.

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**No Change In Class.** ☐

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6. An improved military airfield, about 3x4 km, was north of Krasnoye-Selo, west of the highway to Leningrad and east of the road to Peterhof (59°53' N/29°54' E) (2). There was a road which presumably led from the village north of the field. The northwest corner of the field was marshy and covered with trees. An asphalt taxiway was in the northwest section of the field. Cantonment buildings and a tent camp were in the north or northwest sections where some biplanes and aircraft similar to fighters were parked. There was some flying. A four-engine aircraft occasionally landed at the field.
7. A long-range radio station was 2 to 3 km west of Krasnoye-Selo, north of the village of Mikhailovka. (2) The installation was divided into the northern VSO section and the new southern KS 21 section (Krasnoye-Selo 21) by a road (3).
8. The VSO section (sic) was completed. (4) There was a four-story, 40-meter-long building and a small building, both used for quartering female signal personnel. A wooden cantonment building was occupied by soldiers who wore a telephone receiver badge on their epaulets but no service color. They were setting up masts at the VSO and KS 21 sections. Near a technical installation, a three-story building with a basement, were four antennas, about 20 meters high and 15 meters long. (4) The antennas consisted of bundles of wires which were kept separated by metal rings but which converged in the center. From the center a wire led into the building. At one end the antenna was connected to an insulator board which was about 2 meters long. Twenty to thirty insulators were mounted on the board. The wires were led from the board into a cable conduit. The conduits ran to two shafts about 3 meters deep. (4) In these shafts six cables converged and were then led toward the technical installation. The lead-covered cables were 2 1/2 to 3 cm thick. Many braced masts were in the field of masts which covered an area extending for about 1 km in all directions. The wooden masts were not interconnected. They were slightly higher than the antenna masts previously mentioned. (4)
9. In the KS 21 section was a technical installation, a three-story T-shaped building, about 40 meters square, similar to the building in the VSO section. The floors were being laid and provided with cable conduits. The parquetry over the conduits was detachable. In the middle of the room the conduit branched out into two, and in some rooms into three, conduits. These conduits led to the windowed wall where a corresponding number of tables with three holes were set up. In this area there was a garage, 16x30 meters, and a Finnish bath with a frontage of 25 meters. The completed water tower was a masonry structure, 25 meters high. Two wells, each 7 meters deep and 3 meters in diameter, were being constructed near the Diesel pump. Two houses (wooden three-story buildings, about 8x14 meters) of the residential settlement under construction were completed and the foundations of the other houses were being excavated. There was a 4 km fence along the northern and eastern edges of the area. (5)
10. The Soviet corporal supervising the laying of cables wore a blue uniform with a post-horn and three flashes on his epaulets, similar to that worn by German postal employees. (5)
11. PEs were not supposed to work in this installation but special permission was granted by the Ministry of the Interior since the construction work was to be rushed.

25X1 [ ] Comments.

- (1) It is assumed that the field has been improved to a relatively modern airport during recent years. The occupation by fighters and the expansion of the landing field leads to the assumption that the field is to be an operational base for the air defense (PVO). According to reports covering the period up to May 1949 the field was also occupied by jet fighters.

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- (2) For sketch of field and radio station see Annex 1.
- (3) The long-range radio station was previously reported. According to the present report the construction of this installation was completed in December 1949. It cannot be determined whether the installation is to mainly serve civilian purposes or only military purposes. The long-range radio station is, however, assumed to be constructed within the framework of the PVO system.
- (4) See Annex 2, for details of radio station.
- (5) See Annex 3 for sketches showing KS-21 section, badge worn by Soviet soldiers, and room in technical installation.

- Annexes:
- (1) Krasnoye-Selo Airfield and Radio Station
  - (2) VSO Section of Krasnoye-Selo Radio Station
  - (3) KS 21 Section of Krasnoye-Selo Radio Station

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